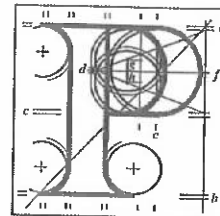


Cur Case Number: ABP-314942-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Helen Mullally
Glencree
Robin Villas
Palmerstown
Dublin 20

Date: 10th February 2023

Re: BusConnects Lucan to City Centre Core Bus Corridor Scheme
Lucan to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your recent submission (including your fee of €50) in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

If you have any queries in the meantime, please contact the undersigned. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Doina Chiforescu
Executive Officer
Direct Line: 01-8737133

HA02

Teil	Teil	(01) 858 8100
Glao Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Websíte	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902



Helen Mulvey
Glencree
Robin Mills
Palmerstown
Dublin 20

10th Floor, 100, The...

10th Floor, 100, The...

10th Floor, 100, The...

10th Floor, 100, The...

10th Floor, 100, The...

10th Floor, 100, The...

10th Floor, 100, The...

10th Floor, 100, The...

The Secretary
An Bord Pleanála
Strategic Infrastructure Division
64 Marlborough Street
D01 V902

Glencree
Robin Villas
Palmerstown
Dublin 20

January 10th 2023

Ref: Bus Connects Dublin, Core Bus Corridors Infrastructure, Lucan to City Centre Scheme

Dear Sir/Madam

I am writing to you to make observations on the above application scheme particularly as it relates to the Palmerstown Village portion of the project. Referenced mainly by drawings DR-CR-0014, DR-CR-0015, DR-LL-0014, DR-LL-0015, DR-ES-0014, DR-ES-0015 and related documents.

Environmental:

Of particular concern is the use of a green area to the north of the R148 for a construction compound and plant storage. This it would seem would involve the removal of mature Beech trees in this area. On drawing DRLL0015 sheet 15 of 31 it indicates the removal of 5 of these trees. However, the Arboreal drawings DR ES 0014 sheet 14 of 31 shows no such indication of the removal of these trees. This error is misleading and should be subject of a revision of the drawings and a further information request to clarify which is correct. These beech trees form a very important visual and environmental function on this stretch of roadway and many residents do not wish these valuable trees to be removed, even with replacements planned in the future.

There is a badger sett in this area and badgers have been actively living in this here and the adjoining gardens for many decades and form a vital part of local biodiversity. If any work is to be carried out in the vicinity of this sett, the utmost care should be taken not to disturb collapse or otherwise interfere or disturb this community of badgers. Hedgehogs are also present in this area and use the overgrown verges for foraging and as hibernation sites, as per the point above if this land is to be used the edges should be left undisturbed. Bats are regularly seen here also and in the beech trees mentioned above. All efforts should be made not to disturb or damage roosting sites or food sources.

If an alternative compound can not be identified we would ask that a full environmental survey be undertaken, in consultation with residents and any and all measures be taken to protect and preserve the wildlife flora and fauna in this area.

A detailed plan should be drawn up and made available to the local community as to the specification of materials used to for a compound, ie will there be a new hardstanding surface laid? Will this be fully removed and high-quality topsoil reinstated. What security measures will be in place to discourage the inevitable break ins which will occur and the knock-on effect and security risk to the rear of houses at Red Cow cottages. Will there be floodlighting for 2 years which not only will disturb residents but also the local wildlife.

All of the above needs to be fully detailed, as currently there is no information and therefore local residents are concerned that the whole area and all wildlife will be destroyed, not be managed properly and never re-instated properly.

We recommend that an alternative location be found, one that has existing hardstanding, lighting, and no existing trees or wildlife.

As a general note the removal of c.500 trees along the length of the scheme seems excessive and should really be reconsidered. If the goal is for Climate action and to biodiversity crisis, the removal of so many established trees seems to be counter intuitive.

Infrastructure changes to Palmerstown Village:

Local residents are unhappy about the plan to remove the 18 Bus route. There are many residents on the west branch of the Old Lucan Rd in Palmerstown who depend on this service. Many of these residents are older or less abled, included also are resident of Stewarts Hospital. Many of these people will be greatly inconvenienced by this change and cant simply use a bicycle, so by its nature this will increase car traffic in the village in contrast to the overall goal of this project.

While it may seem like a contrary argument the introduction of the new 80 (formerly 26) bus route onto the eastern branch of the Old Lucan road is equally not welcomed. This increases heavy traffic to a formerly peaceful and safe stretch of road which will adversely affect the lives of residents. Locals are used to the (primarily) safe pedestrian nature of this road and there are a large percentage of older people, people with disabilities and wheelchair users here, who will find it difficult to navigate the new arrangement.

Many community events are held on this stretch of road during the summer months which will now not be possible with a regular bus service passing.

The bus is being taken from the stretch of road with the large population and imposed on the area with the lower demand, it doesn't make sense.

While I do not have the statistics, I doubt the importance of a bus service next to Stewarts hospital. It is not a conventional hospital used by members of the public. Most users of the hospital are resident and/or do not or cannot use public transport, staff members need their car to carry out community work and do not rely on public transport in the main, it is a short walk to the existing bus stops in any case.

We would request a Further Information on the exact materials to be used to make all of the changes proposed, cycle lane surfacing, raised tables, and all street furniture etc. The historic importance of old Palmerstown must be protected. In recent years it has been eroded more and more and its specific historic character is being lost. We particularly would be against excessive bollarding of cycle lanes which is a blight on the whole city at present, turning many areas of our city into a visual mess subtracting from areas of architectural importance.

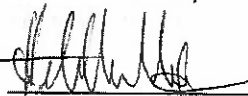
The potential siting of a bus stop in front of RedCow cottages will detract from this architectural vista, this location should be revised. The overall choice of materials needs careful consideration and no such specification is currently in the documentation.

General:

The residents of Palmerstown feel that they were not fully consulted in the process, design, and detail of this project in order to give it the due consideration to form an adequate response. Theoretically the ERO and PRO Consultation and Consultation with Local resident's groups did take place but these were wholly carried out during the Covid-19 pandemic, when interested parties could not meet in person. The online consultations were not sufficient for the majority of residents who may be older or without access to the necessary technology. We would welcome additional time with this application to consider the vast detail and be given more of an opportunity to respond more comprehensively now that we have an opportunity to meet and discuss as a community.

I would like to thank you for your time in considering our observations and concerns and hope that changes can be made to plans to mitigate the damage that we fear will be caused to our community. While we understand the importance of improved public transport and cycling infrastructure it should not be to the detriment of the existing environment and local residents' lives.

Is mise le meas,



Helen Mullally
(and neighbours)